

Vessels Advertised as Loading.

ments of kerosene. It now appears that Capt. Thormest was not empowered to grant this permit, a fact which possibly Mr. Arnold might be excused for not knowing. If he merely acted on the assumption that the authority was sufficient, we hardly think it likely that there would have been any prosecution. But it seems to have been forgotten that the permit could be affected by an alteration in the law, and that it was subject to the law instead of being superior to it. We quite agree with Mr. Hastings that it is the business of those connected with the management of shipping companies to make themselves acquainted with the laws affecting their business. By the Regulations of the new Dangerous Goods Ordinance there would seem to be the slightest difficulty in obtaining a valid permit. As a matter of fact, application made to the present Harbour Master, Capt. Ramsey, after this prosecution was instituted, resulted in such a permit being promptly granted, and Mr. Arnold was able to produce it before the Ma-

gistrate. Of course, the production of
the document at that stage was too late
to affect the case one way or the other,
and the Magistrate had no alternative
but to disregard it. His Worship, how-
ever, gave the defendant credit for having
acted in good faith, and for the
satisfaction of the law merely imposed
the nominal fine of one dollar. Had
Mr Arnold been content to accept this
as a satisfactory termination of the
matter which was merely the proper
and consistent course, seeing that he
had pleaded guilty to the charges, the
case would hardly have called for com-
ment. But when the suggestion of the
Court was given he proceeded to argue
the case over again in a way utterly
inconsistent with the plea which he had
tendered and concluded by giving notice
of appeal. In doing this, we presume
Mr Arnold was acting under the
instructions of his directors, and we
can only say that in deciding on such
a course in the event of a conviction the
directors were exceedingly ill-advised
and have put themselves in a position
which they would have some difficulty
in justifying to their shareholders. The
absurdity of the position is obvious, an
appeal being against the fine of one
dollar and not against the conviction.
It ought to be borne in mind that the
permit, trivial as it may be from a
company's point of view, is really of the
nature of a special privilege and relaxa-
tion of the law; and when a dismis-
sion is shown on the part of the Govern-
ment officials to remove legal ob-
stacles in cases where there can be no
without harm to the public interest and
order to facilitate trade, it is a pity
endanger the continuance of such
disposition through a sheer wrong-head-
edness.

It is hardly likely that any score
been crossed by the accident on
Peak Tramway yesterday—the first
any moment that has occurred since
the line was opened. The fact is
as regards the safety of passengers that
is no ground for alarm. The work
of the line has all along been charac-
terised by the most exemplary care-
fulness, and what occurred yesterday
really does very little, if anything at
all, to detract from the well-earned repu-
tation of the management. So far as
the working of the tramway itself and
the safety of its passengers are concerned
the accident simply amounted to a
Chinese pointman, by some in-
calculable aberration, allowed the
car to continue running on the main
track when he should have switched
into the side track in order to let
‘down’ our pass. The cars were
stopped as quickly as possible, and
did not come into contact.
The damage done was trifling and was
repaired in a few hours, and it is not
probable that a number of feet would
have been working on the line at
the place where the accident occurred, but

own
likely ought not to have been) and
street with the cable, as it was j
over from the side track, very
would have been heard of the scene
beyond some grumbling about the
page of traffic. As it was, howe
the accident had a tragic result
wards these unfortunate coolies,
this fact made what should have
only a slight mishap assume the as
of a catastrophe. We are glad to
however, that the general op
seem to have quickly understood
real nature and extent of the cas
in its relation to the safety o
line, and that there was no perce
diminution in the traffic to
but rather an increase. The maj
with which the work necessary fo
resumption of traffic was carried
is very creditable to the
agreement and to the com
superintendent, Mr. Wylie, and t
is also due to the members o
Public Works Department who re
did willing assistance.

TELEGRAMS.
(SUPPLIED TO THE "CHINA MAIL."
(Via Southern Line.)

THE GENERAL ELECTION
LONDON, July 10.

The Liberals have gained fifty seats, other parties remaining unchanged.

The Press anticipates that Mr. Asquith will obtain a small, but scarcely working majority, including Irish and

Rowlands' Macassar Oil preserves the hair, prevents it falling or turning grey, and is the best brill for everybody's use, being Not too greasy.

too drying; also sold in a golden col-
fair haired ladies and children. Bottles
6d., 7s., 10s. 6d. ROWLANDS' EUCO-
pure and fragrant toilet powder, in tin-
tins—white, rose, and cream; 1s. 6d.
6d. boxes. Ask any dealer in per-
for Rowlands' articles, of 20, Hutto-
den, London.

